

Message Text

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63

ACTION EUR-25

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-07 H-03 INR-10 L-03

NSAE-00 NSC-10 PA-04 RSC-01 PRS-01 SPC-03 SS-20

USIA-15 CAB-09 COME-00 EB-11 FAA-00 SCI-06 SCEM-02

TRSE-00 OMB-01 SAJ-01 NIC-01 ACDA-19 IO-14 NEA-10

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FM USMISSION BERLIN

TO SECSTATE WASHDC 2775

INFO AMEMBASSY BONN

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

USMISSION NATO

C O N F I D E N T I A L BERLIN 2182

E.O. 11652: GDS

TAGS: ETRN,WB, GW, UK, US

SUB: FUEL FOR BERLIN AIR SERVICES

REF: STATE 243147

1. SUMMARY: TRIPARTITE STUDY ON IMPACT OF FUEL SHORTAGE ON INNER GERMAN SERVICES (IGS) UNDERWAY. BRITISH PROPOSED AMENDMENTS TO TERMS OF REFERENCE. ACTION REQUESTED: INSTRUCTIONS CONCERNING BRITISH TEXT FOR TERMS OF REFERENCE. END SUMMARY.

2. BRITISH AND FRENCH MISSIONS HAVE AGREED TO PARTICIPATE IN STUDY REQUESTED REFTL. BRITISH PROPOSED FOLLOWING REVISED TEXT FOR TERMS OF REFERENCE:

" TO INSTITUTE AS SOON AS POSSIBLE A TRIPARTITE ECONOMIC STUDY OF THE SHORT TERM AND LONG TERM IMPACT OF THE FUEL
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SHORTAGE ON THE RUNNING OF THE BERLIN AIR SERVICES WITH A

VIEW TO IDENTIFYING WAYS AND MEANS OF INSURING THAT THE ECONOMIC BASIS OF THE ISG REMAINS COMPATIBLE WITH THE IMPORTANT POLITICAL OBJECTIVE WHICH THEY SERVE."

BRITISH TOLD US INTENT OF CHANGE WAS TO NARROW FOCUS OF STUDY TO AVIATION. THEY AGREED STUDY SHOULD INCLUDE ANALYSIS OF IMPACT OF FUEL SHORTAGE ON OTHER TRANSPORTATION MODES AS BACKGROUND AND CONSIDERATION OF ECONOMIC AS WELL AS POLITICAL OBJECTIVE OF IGS.

3. MISSION BELIEVES INTENT OF BRITISH PROPOSED TEXT MAY BE TO PROVIDE BASIS FOR REVIVING THEIR RATIONALIZATION PROPOSALS. WE THEREFORE RECOMMEND END OF THEIR TEXT BE REVISED TO READ "WITH A VIEW TO IDENTIFYING MEANS FOR MAINTAINING IGS"

4. USBER GAVE DRAFT STUDY TO BRITISH AND FRENCH FOR THEIR REVIEW (COPIES POUCHED DEPARTMENT FOR EUR/CE AND BONN FOR CAA). PRINCIPAL CONCLUSIONS IN DRAFT ARE:

A) IN SHORT RUN, IF SCHEDULED AIRLINES SHOULD BE UNABLE TO OBTAIN ENOUGH FUEL TO MEET DEMAND WITH HIGH LOAD FACTOR, ALLIES SHOULD INSIST FRG ALLOCATE FUEL TO PERMIT THAT LEVEL OF SERVICE.

B). IF OIL SHORTAGE BECOMES MORE ACUTE IN LONG RUN, ENOUGH FUEL SHOULD CONTINUE TO BE ALLOCATED TO FULLY MEET IGS NEED AT HIGH LOAD FACTOR UNTIL OR UNLESS OTHER IMPORTANT AVIATION NEEDS CANNOT BE MET WITH EQUALLY HIGH LOAD FACTOR.

C) BERLIN CHARTER CARRIERS SHOULD ALSO BENEFIT FROM ALLOCATION SYSTEM IF NECESSARY TO AVOID MORE SEVERE REDUCTIONS IN SERVICE THAN THOSE BEING EXPERIENCED BY CHARTER COMPANIES OPERATING OUT OF FRG.

5. USBER DRAFT DOES NOT SPECIFY HOW HIGH LOAD FACTOR SHOULD BE TO TRIGGER ALLOCATION SYSTEM. HOWEVER, AS LONG AS PANAM AND BEA ARE ABLE TO SCROUNGE ENOUGH FUEL TO FLY IGS AT LOAD FACTORS LOWER THAN 1971 AVERAGE OF 62.2 PERCENT, FRG IS UNLIKELY TO BE WILLING TO GIVE IGS PRIORITY FOR AVAILABLE FUEL, ESPECIALLY CONSIDERING LUFTHANSA DIFFICULTIES IN OBTAINING FUEL IN US AND REPORTED NON-SUCCESS OF LUFTHANSA-PANAM-TWA TALKS RE NORTH ATLANTIC COOPERATION. IGS LOAD FACTOR JANUARY-NOVEMBER 1973 WAS 54.1 PERCENT. LOAD
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FACTORS FOR NOVEMBER 1973 WERE PANAM 58.7 PERCENT, BEA 54.9 PERCENT.

6. THREE MISSION PROCEEDING TO TRY TO GET RELEVANT DATA SUCH AS FUEL CONSUMED BY AIRLINES SERVICING BERLIN IN 1971, 1972 AND 1973 AND PORTION THEROF DISPENSED TO AIRCRAFT WHILE IN BERLIN.KLEIN

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